

Intimations.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

SHIRTS!
SHIRTS!
SHIRTS!

Our New Stock of
Spring & Summer Shirts
has just arrived.

ELEGANT
PATTERNS IN
LIGHT-WEIGHT
ZEPHYR,
CELLULAR,
SILK & WOOL,
&c., &c., &c.

NECKWEAR!
NECKWEAR!
NECKWEAR!
NEW & EXCLUSIVE
DESIGNS.

UNDERWEAR!
UNDERWEAR!
UNDERWEAR!

A fine Selection of
INDIA GAUZE,
BALBRIGGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

HALF-HOSE!
HALF-HOSE!
HALF-HOSE!

GOOD QUALITY,
SMART PATTERNS
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.
Hongkong, 11th April, 1905.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and then is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

A true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Watery Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 22nd instant. Hongkong, 17th April, 1905. [483]

CHINA NAVIGATION COMPANY, LIMITED.

"SUNGKIANG" FIRE, APRIL 29TH, 1904. SHIPPERS, Underwriters and others are hereby notified that the GENERAL AVERAGE STATEMENT will be closed on 15TH MAY, 1905, and that all Claims not sent in to the Underwriter before that date cannot be included in the Statement.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1905. [485]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 12th April, 1905. [486]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M. A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [475]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May 1904.

By Order of the Board, C. MONTAGUE EDE, Acting Secretary.

Hongkong, 13th April, 1905. [473]

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" Hong, No. 108, Wing Lok Street, Victoria, Hongkong, Merchant, will not be responsible for any debts contracted by his son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy. The Public are hereby warned against lending him money or contracting with him in any manner.

Dated the 15th day of April, 1905. EWENS and HARTSON, Solicitors for NG LI HING.

ECLIPSES OF THE SUN.

USED TO FIX DATES B.C.

Eclipses of the sun are generally looked upon as interesting to the astronomer only, and perhaps to those fortunate persons who happen to live in the path of one, and who may amuse themselves, until they get bored with it, by shutting one eye, and glaring with the other, through fragments of smoked glass, at a pale, anemic sun—the mere shadow of his proud self—and looking for all world like a biscuit with a bite out of it. It is not so generally known that eclipses have their scientific interest for the historian. Yet such is the case. The dates of events which happened before the Christian era are largely fixed by reference to certain recorded eclipses.

Three are recorded by Herodotus. "And after this," he says, "there arose a war between the Lydians and the Medes, for five years. During that time, the Medes often defeated the Lydians, and often the Lydians the Medes. Among these battles was one night attack. They went on with war, and neither side had the advantage, when, in the sixth year, battle took place, in which it came to pass that the day suddenly turned to night. The eclipse, which took place on that day, was foretold by Thales of Miletus to the Ionians; he forecast—as its date—this very year in which it actually happened." Not bad, that, for an astronomer living 600 years before Christ. Herodotus goes on: "The Lydians and the Medes, when they saw night coming on in place of day, stopped fighting, and made no small haste to come to terms. Those who advised them to do this were Syennesis, King of Cilicia, and Labynetos, of Babylon. We fear that the Japanese and the Russians will not be so easily appeased."

This eclipse is known by astronomers to have taken place on May 28, 585 B.C. "Labynetos" is probably the same as "Nabunaid" of Scripture. So that the date thus arrived at is very important indeed.

The second eclipse gives the date of Xerxes' great march from Sardis to Abydos, on the occasion of the bridging of the Hellespont and the second invasion of Greece. "When news came to Xerxes that this work was complete" (i.e., the cutting of a canal through the Peninsula of Athos—a work which the Romans laughed at as an ancient fiction, but of which the remains were recently found), "he began his march to Abydos, fully equipped, in the early spring. At the moment of his starting the sun suddenly left his abode in the heavens, and disappeared, though there were no clouds to be seen, and the sky was serene and clear. Day was thus turned into night." The magicians told the King that this portent foretold that he would lay low the Greek cities. This eclipse is known to have taken place on April 19 (i.e., "early spring"), B.C. 480.

Another eclipse took place when the army under the Spartan King Cleombrotas was building a wall across the Isthmus of Corinth to keep back the Persians. They immediately gave up the work, and returned.

Finally an important date at the beginning of the Peloponnesian War is fixed by the following words of Plutarch. Athens was besieged by Spartans, and the dreadful outbreak of plague that ensued had taken half the pluck out of the inhabitants. "To cheer them up," Pericles led a squadron of Athenian ships in a raid upon the Peloponnesian coast. "The whole fleet was in readiness, when there happened an eclipse of the sun. The sudden darkness was looked upon as a bad omen. Pericles, seeing that the pilot was very scared and perplexed, took his cloak and flung it over the pilot's head, and asked him if he found anything to be frightened at in that, or considered it a bad omen. The pilot answered that he did not. "Where is the difference, then, between this case and the others?" asked Pericles. "It is only that something rather bigger than my cloak causes that eclipse." This eclipse took place on August 3, B.C. 431. The ancients were not so simple as we are sometimes led to imagine. They had no telescopes, and had to trust to their eyes for their observations; and yet the ingenious Thales foretold an eclipse 2500 years ago; and some centuries later Lucretius gives (along with several incorrect ones) the correct explanation of an eclipse in his poem on the nature of the universe. And we may well imagine the Greeks and Romans having stood, as we stand to-day, staring up into the sky, and making grimaces at its diminished moon, through some prehistoric substitute for our precious little grimy fragments of smoked glass.

LITTLE KINGS.

MEN WHO ARE MONARCHS OF LONELY ISLANDS

Who among us at some period of his life has not longed to be the possessor of an island? It is a romantic desire which seems to be born in us, first manifests itself when, as children, we stand upon islands of sand on the edge of the sea, and proudly proclaim our independence from protecting nursemaids.

The number of people who actually possess islands of their own is naturally very limited. Earl Fitzwilliam's strange expedition to Cocos Island has directed attention to the German named Geisler, who, for 18 years, has made this lonely spot his home. He bought the secret as to where the treasure was hidden from a relative of one of the pirates who had deposited it, and obtained the sanction of the Costa Rica Government to live on the island with the title of Governor. Though Geisler has never found the treasure, he has built himself a comfortable house, and made the best use of the lovely tropical climate in cultivating all manner of fruits, spices, and tobacco. Many thousands of miles from the lonely territory governed by Geisler, is another Cocos Island, belonging to the Cocos-Keeling group in the Indian Ocean. In 1835, the island being still unoccupied, a Scottish sailor named Ross, sprung from an old Jacobite family, landed and took possession.

DUSKY QUEEN.

In 1834, he died, and was succeeded by his son, George Clunies Ross, the present King of the Cocos-Keeling group. It is interesting to note that he was educated in Germany, and is married to a Cocos woman, who does not speak English. King Ross elected to adopt the British Sovereign as overlord, and since 1857, the group has been under the Union Jack.

Christmas Island—another "earthly paradise" in the Cocos-Keeling group—was appropriated in 1888 by Andrew Clunies Ross, brother of the Cocos King. The birds on this island are so extraordinarily tame that a Government official from the Straits Settlements who visited it in 1891, declared that he caught a little thrust with a butterfly net, and "shot ten pigeons on one tree one after the other, without one of them attempting to fly away."

Rats and cats are the two great pests against which the Kings of Cocos and Christmas Islands have now to fight. The rats were once landed from a ship, and the cats that were imported to kill them overran the islands, and have become a perfect nuisance themselves by killing birds, most of which were brought to the islands to destroy the coconut beetles.

The Rosses are by no means idle potentates. They themselves do all manner of work, and are excellent mechanics and carpenters. One of their most notable feats was the manufacture of a good-sized schooner, in which they make frequent journeys from one island to another, and also at times to Java, which lies 190 miles to the north.

THE CHOCOLATE KING.

The largest island in the world under private ownership is Anticosti, which has an area of 3500 square miles, and lies in the mouth of the St. Lawrence River, commanding the highway to Montreal and Quebec. In April, 1896, M. Henri Menier, the French "chocolate king," acquired the island from the liquidator of the Governor and Company of the Island of Anticosti for the sum of £25,000.

He has administered it as a private estate, and placed it under the management of an agent—M. Oscar Comte—who to whom he has given the pompous title of Governor of Anticosti. Many improvements have been wrought in the island and the conditions of its settlers since it passed into M. Menier's hands. Many buildings have been erected, and others are in course of construction. More land has been put under cultivation. Increased means of communication have lessened the price of the necessities of life, and fish and game have been preserved from wholesale destruction. In the Azores Archipelago are the two islands of Corvo, which have belonged to a Portuguese family for over 500 years, and are now offered for sale.

Coming nearer home, many of the islands around the United Kingdom are in the hands of private owners. Lord Strathcona, the Canadian multi-millionaire, only recently purchased the islands of Colonsay and Oronsay from the trustees of General Sir John M'Neill, V.C. The two islands comprise nearly 14,000 acres of arable and rich pasture land, hill grazings, heather-covered moors, and extensive woods and plantations. There is also an excellent mansion on the east side of Colonsay, with pretty gardens, and sheltered by woods.

The islands are also famous for their Highland cattle, while the Oronsay inlets abound with seals.

THE SCILLIES.

Off the extreme south-west coast of England lie the lonely Scilly Isles, over which Mr. T. A. Dorrien Smith rules with a benevolent despotism. His mansion occupies the site of the ancient Abbey of Treco, on Treco Island, and the gardens—in which many tropical trees and plants flourish—strikingly illustrate the wonderfully equable climate.

Not so many miles from the Scillies is lonely Lundy Island, of which a clergyman—the Rev. H. G. Heaven—is owner, lord of the manor, and rector. It was bought by Mr. W. H. Heaven in 1834, who made it his place of residence, and successfully resisted all attempts to bring his "fee island" under the jurisdiction of the Devon magistrates.

Lord St. Ives is the owner of perhaps the most romantic island home in the kingdom. It is the far-famed St. Michael's Mount, towering out of the blue Cornish sea. Part of the old fortress is said to date from the day of the Conquest, and one of the pinnacles of the tower is the famous St. Michael's Chair. The legend is that whoever sits therein before marriage will rule husband or wife, as the case may be.

Another English island king is Mr. Charles Van Ralle, who owns Brownsea Island, in the middle of Poole Harbour. His residence stands on the site of a castle built to protect the busy harbour against French raiders.

One of the few women in possession of their own island is Lady Marie Louise Hamilton, only daughter of the late Duke of Hamilton. She inherited from her father the lovely Isle of Arran, which stands sentinel to the Firth of Clyde. Lady Marie and her mother, the Duchess of Hamilton, spend much of their lives in their island home.—By J. B. Wilson, in the "London Daily Mail."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	104
Do. demand	107 1/2
Do. 4 months sight	109 1/2
France—Bank T.T.	234
America—Bank T.T.	54
Germany—Bank T.T.	1.91
India T.T.	139
Do. demand	140
Shanghai—Bank T.T.	72
Japan—Bank T.T.	91
Java—Bank T.T.	112

Buying.

4 months sight J.C.	110 1/2
6 months sight J.C.	110 1/2
30 days sight San Francisco & New York	15
4 months sight	46
30 days sight Sydney and Melbourne	110 1/2
4 months sight France	2.38
6 months sight	2.40
4 months sight Germany	1.91
Bar Silver	26 1/2
Bank of England	21 1/2

OPIMUM QUOTATIONS.

Today's quotations are as follows:—	
Malwa New	1,125
Old	1,175
Older	1,260
Oldest	1,350
Per chest	
Patna New	1,185
Benares New	1,160
(Patna) (Paper)	780/910

Entertainment.

MASONIC QUADRILLE CLUB.

A SMOKING CONCERT will be given under the auspices of the MASONIC QUADRILLE CLUB, on THURSDAY, the 20th instant, in the old Chamber of Commerce Room, CITY HALL, Commencing at 8.30 P.M. Tickets 5s each, at the Door. Hongkong, 17th April, 1905. [481]

Auctions.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, ON WEDNESDAY, the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria, in the Colony of Hongkong, viz:— All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666. Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the message thereon, known as No. 8, Po Hing Fong. For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to GEO. P. LAMBERT, Auctioneer. Hongkong, 15th April, 1905. [472]

PUBLIC AUCTION.

THE Undernerved have received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION, ON FRIDAY, the 28th April, 1905, at 2 P.M., within his residence, "Glenside," The Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, comprising—

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.; ALSO One COTTAGE PIANO, by M. F. Rachals & Co., Hamburg, One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London.

A Large Assortment of PLANTS in Pots. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1905. [477]

Intimations.

WEISMANN, LTD.

RECOMMEND THEIR

HOT-CROSS BUNS, 60 CENTS PER DOZ.

PLEASE send your Orders in time to secure prompt supply.

H. WEISMANN, Manager. Hongkong, 15th April, 1905. [46]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SPATLE, WASH, VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S.S. Co. and CHINA NATIONAL S.S. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 27th March, 1905. [68]

S. MOUTRIE & CO., LD., PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 7/11, on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION. INSPECTION INVITED. Hongkong, 14th March, 1905. [565]

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker. JOHNSON, STOKES and MASTER. Hongkong, 31st March, 1905. [450]

EMPLOYE de commerce, Age de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.

Trois bonnes références—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales V. au Journal "l'Opinion" de Saigon. Saigon, le 2 Mars, 1905. [312]

THE FAMOUS "MAD" RAZOR. SHARP CUTTING. WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free. To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony. Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port. For particulars and terms, apply to—HOWARD & Co. Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE. TO BE OBTAINED FROM—THE MUTUAL STORES, Des Vaux Road. Hongkong, 11th May, 1904. [53]

THE WINE GROWERS SUPPLY CO.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT" is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT" is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT" is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT" Consumers wishing to drink perfectly pure Stout of the very finest quality should drink "Pig Brand Stout."

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT" Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. For each of 8 dozen bottles \$24.00 " " 4 " quarts \$10.00

BARRETTO & Co., Agents, Nos. 22 & 24, Bank Buildings, Queen's Road Central, Hongkong, 16th March, 1905. [45]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.
A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & CO.,
LIMITED.

Hongkong, 1st April, 1905.

OUR

SUPER CHIANTI

has been awarded the

GOLD MEDAL

AT THE

ST. LOUIS EXHIBITION.

PRICE:

\$9.75 PER CASE 1 DOZEN.

GREGOR & Co.

Hongkong, 17th April, 1905.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any returned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportionate to the daily rate, are delivered free when the address is accessible to messenger. No copies sent by post at additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies—Daily, 10 cents; Weekly, twenty-five cents.

BIRTH.
On the 17th April, 1905, at No. 31, St. Francis Street, the wife of J. T. COTTON, Inspector of Animal Depot and Slaughter-houses, Hongkong, of a son.

The Hongkong Telegraph
HONGKONG, TUESDAY, APRIL 18, 1905.

PUSILLANIMOUS SEAMEN.

It is not our purpose to interfere with the course of justice as administered by the Hongkong Bench, whose character and integrity are unimpeachable, but there are occasions when even the best of judges is liable to err, and in the belief that a mistake has occurred we would direct attention to the case of the seamen who were sentenced to imprisonment yesterday for refusing to proceed to Japan with a cargo of contraband. It is perfectly true that the men had signed an agreement to work their respective vessels between certain points within which Japan lay, but they had taken into consideration the character of the Russian Fleet, and the risk they ran of capture by the Russian Fleet. When they left Cardiff with a cargo of coal for Japan they little dreamt that the Baltic Fleet was in the vicinity of Hongkong, and under ordinary conditions the voyage to Japan would have been absolutely devoid of risk.

But with the Baltic Fleet in a position to make their power felt and lying somewhere in proximity to Hongkong the conditions have materially changed and none can say with any certainty that a collier proceeding to Japan now is likely to be free from risk of capture or destruction. When the question arose in the *Mainichi* Court on a former occasion, the Magistrate held that if there was reasonable grounds for believing that risk attached to a vessel proceeding to the North, the men would be justified in complaining and in refusing to go on the vessel. In that case, however, it was not thought such risk existed and the men were punished accordingly. At the present time, however, there is a vast change in the conditions prevailing. The Magistrate laid it down that no risk was to be feared by the seamen proceeding on a voyage to Japan with a cargo of contraband. That dictum, however, is not universally accepted. It is known that the Baltic Fleet is somewhere in the immediate vicinity of Hongkong; the Fleet is provided with scouts capable of steaming 20 knots an hour, and doubtless every precaution is being taken to guard against surprise. In the case of a collier bound to Sasebo there would be distinct risk, especially now when the Russians are so close. It would therefore seem that the men had a clear case for refusing to proceed to Japan, and the claim that they saw risk ahead could be easily substantiated. The pusillanimity of the seamen may not be worthy of commendation, but at least they were honest in their contention that they feared the dangers of a trip to Japan and begged to be signed off the articles. If there ever was a case in which the justice of the Bench might have been tempered with mercy this was one. In previous cases, when seamen have refused to proceed, on vexatious and frivolous grounds, we have been in entire sympathy with the shipmaster and the shipowners. But then there was no danger looming ahead. The men had been badly advised, and they suffered for their contumacy. In the two cases heard yesterday the men had a very real grievance. They were willing to go to Japan if the contraband was unshipped, but refused to go if the coal was carried. That can scarcely be called unreasonable, and in view of the magisterial decision given some time ago that, where risk prevailed the objections of the men could be considered, this was eminently the occasion when such consideration might have been given. Of course, the difficulties of shipowners and shipmasters are sufficiently great already, and it is not desirable that they should be increased; but on this occasion there seemed to be so much reason on the side of the men that their views might have received a little more sympathy from the Bench. Their objections were valid and *bona fide* and they took the only steps available on protest against the continuance

of the voyage. They were admittedly respectable men, and they are now enduring the penalty of their opinions. But when they come out of prison they will be thrown on the beach and Hongkong will be burdened with the maintenance of two score of men whose only fault was that they had not the courage to go to Japan. There seems to be something radically wrong somewhere, and it is to be sincerely regretted that the Magistrate was unable to see eye to eye with the defaulters.

LOCAL AND GENERAL.

A SYNDICATE is said to have been established at Copenhagen in the form of a Danish-Japanese trading company.

We have received Messrs. Chinese Miscellaneous of the 8th inst., and find in it another lengthy instalment on that interesting article on the life and adventures of a British pioneer in China, beside much other instructive and entertaining reading matter.

With reference to the report that a secret agreement exists between Germany, France, and Russia in regard to Shanghai, Kwang, Manchuria, and Mongolia it is declared, on inquiry in official quarters in Berlin, that no secret agreement of any kind exists between these Powers.

MESSRS. Barretto & Co., general agents for the Wine Growers Supply Co., have forwarded 10 couple of bottles of Supporo beer, brewed in Japan and well-known throughout the Far East as a light and palatable drink. Accompanying the bottles was a quantity of unique advertising matter.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Mrs. J. D. Milton Chathan (£1) ... \$10.63
F. M. 10.00
Sidney Hancock 20.00

THE circulation of the *Yellow Dragon* is steadily increasing, the number sent out in March being 1,000. The April issue of this interesting Queen's College publication contains an obituary notice of the late Mr. Luk Sik Kwong, a reply to an attack on Western education, some notes on the history of consols, letters from old students and much other matter.

DURING the week ended 15th inst., the following cases of communicable diseases were notified to the sanitary authorities as having occurred in the Colony:—Bubonic plague, one enteric fever, three; and small pox, five (European 1, Indian 1, Chinese three). Since the 15th another plague case has been reported, making 29 since the beginning of the year.

ON Friday and Monday, the 21st and 24th inst., the Post Office will be open for one hour, i.e., from 8 a.m. till 9 a.m. On Saturday, the 22nd inst., it will remain open till noon for the despatch of the English mail for Europe. There will be one delivery and collection of letters each day as on Sundays. The money order office will be entirely closed during the holidays.

AFTER an Imperial audience with the Throne, the Prussian Police had a banquet with Prince Ching when a valet impressed with the image of Emperor William was presented to the Empress Dowager who was greatly pleased with the gift and ordered the Prince to be decorated with a first class medal of the second order. The services of the attaché to the Prince were also acknowledged.

A *Moji* telegram to the *Asahi* states on what purports to be good authority that the *Gromoboi* is the only one of the Russian vessels at Vladivostok whose repairs have been so completed as to enable her to put to sea. She frequently passes out of harbour but does not venture south of Songchon, which is 103 miles northward of Yuensin. This news makes no direct reference to either the *Rosita* or the *Dogatyr*.

TENDERS are to be invited some time this month by the Indian Government authorities for the supply of 20,000 tons of rails and a large number of locomotives for the purpose of both heavy and light traffic. Under the new regulations every effort will be employed, so that the contracts shall go to British houses in preference to foreigners, who until last year were often successful in securing Indian orders, or the shipment of the material.

THE following is the text of the "prophecy of dissolution" contained in Mr. Chamberlain's letter to West Birmingham Conservatives:—
I desire to be permitted to say how much I value the support which they (West Birmingham Conservatives) have continuously given to me during the long period which I have represented the division. I think that the time is coming shortly when I shall once more have to ask for their confidence, and when I shall venture to hope that Birmingham will once more lead the way in a great and necessary reform.

M. CLEMENTEL, Minister of the Colonies for France, has decided that, should the Cabinet see no objection, he will pay an official visit to Indo-China during the Parliamentary recess in the summer. His chief object is the investigation of the various proposals put forward with a view of improving the military and naval defences of the colony and reassuring the many Frenchmen who believe that Japan will endeavour, sooner or later, to appropriate Indo-China. The Minister will spend about a month in the colony, and visit all the principal towns. This will be the first time in the history of the Third Republic that a Minister of the Colonies has travelled to Indo-China, and only the second instance of such a visit to any French colony.

THE BALTIC FLEET.

STEAMER "PHUYEN"

UNDER OBSERVATION.

Among the latest steamers arriving in the harbour from Saigon with a word or two about the Baltics was the French ship *Phuyen*, which had a good view of at least eighteen of the Russian vessels now moving mysteriously about in these Eastern waters, and from what she observed she is able to locate what would appear to be the pick of the fleet. When seen to-day by a representative of the *Hongkong Telegraph*, Captain Ducroiset, of the *Phuyen*, said he left Saigon on the 14th inst., with a cargo of rice and general merchandise for Hongkong, consigned to Messrs. Bradley and Co. When about 175 miles from Cape St. James, on the morning of the 15th inst., and passing the lower entrance to the Kamrah Bay, she sighted what was unmistakably a Russian torpedo boat. The little warship at once put out from the Bay, and was immediately followed by another. Both of them approached the *Phuyen* together until they got within about a quarter of a mile when one went off to port and circled round the bows of the *Phuyen* and seemed to slow down to await the action of the other torpedo boat which had gone to starboard, and passing close under the stern of the coaster, to read her name, came up alongside on her starboard side. Thus the trio moved on. The *Phuyen* did not stop, nor was she signalled to do so, neither were any questions asked of her by the torpedo boats. After proceeding in this manner for half an hour the torpedo boats withdrew, but not before exchanging salutations between their commanders and Captain Ducroiset. They then made off at full speed to the point at the entrance of the Bay whence they had emerged. The *Phuyen* proceeded steadily on her course and as she passed the Bay she saw another torpedo boat, apparently watching the northern entrance, while inside, about the centre of the Bay itself, was a very large battleship, and further in, and more to the north was what appeared to be a big four-funnelled cruiser. At the northern entrance is a small island and this again forms, with the mainland, another very sheltered inner bay. In this the *Phuyen* could see a number of battleships, cruisers, colliers, etc., and in passing was able to count eighteen, though it was believed others might have been inside the inner and more sheltered bay. All the vessels, said Captain Ducroiset, looked very clean, and not at all as if they were weather-beaten, and the torpedo boats were very fast, and did not appear to be foul or in any way obstructed by barnacles or other sea-growths. The captain added that there was a general appearance on board the vessels of a preparedness to leave the bay at a moment's notice.

S.S. "ISLEWORTH" AND THE

HOSPITAL SHIP.

The s.s. *Isleworth*, which arrived to-day from Saigon, reports that she left that port on the 14th inst., for Hongkong, with rice, and was accompanied out of that port by the Russian hospital ship *Orel*, which remained with her until noon on the 14th inst., when they parted. The *Orel* going to Kamrah Bay. Passing that sheltered spot which has so suddenly become known to always everyone, the *Isleworth* sighted about 14 warships besides 15 cruisers, and could see the masts of others further inside the Bay. As she steamed passed the entrance, about one o'clock in the afternoon, a three-funnelled cruiser steamed out and signalled to know her name, nationality, cargo and destination. The *Isleworth* was not told to stop and did not do so, but simply replied to the signals, and her answers, apparently being considered satisfactory, the cruiser ran up flags indicating that she could proceed on her way. The warship then retired into the bay again, the *Isleworth* continuing her voyage to Hongkong, where she arrived with her general cargo and rice without further incident.

AT SAIGON.

It was expected that the Messageries Maritimes mail packet *Dumetia*, which left Singapore for Saigon and Hongkong a week ago, would have some interesting news regarding the movements of the Baltic Fleet and the condition of affairs at the French port. When the steamer was boarded to-day and inquiries made of the officers and passengers there was scarcely any additional information to be gleaned. The former declared that they knew nothing whatever about the fleet beyond the fact that a few Russian ships had been seen, while some of the passengers asserted that on entering the port 47 ships were seen and on leaving it for Hongkong, on Saturday, only seven were noticed. A merchant, who travelled up from Saigon, was interviewed, and in the course of his remarks said that they were nearly as bad off for crews of the movement of the fleet as people were in Hongkong. He did not place much reliance in the report of the recent fighting off the Anamba Islands, and said that he had heard nothing concerning the reported firing north of the Natuna Islands. Questioned regarding the provisioning of the Russian ships, he stated that hundreds of tons of general provisions were lying in lighters in the Saigon river ready to be sent aboard the ships some of which had been seen off the mouth of the river. He did not catch a glimpse of any Russian ship on the way up from Saigon, although he had a good view of the hospital ship *Orel* when she called in at the port a few days ago to take in a supply of provisions.

BODY DUMPING

IN HONGKONG.

Among the items of business transacted by the Sanitary Board this afternoon was the consideration of a table submitted by the Registrar-General showing the number of bodies found in the streets, harbour and hillsides during 1904. These showed:—Victoria 764, Kowloon 497, total 1,261. Of these 12.8% were, upon examination, found to be the bodies of patients dead from plague.

The Hon. the P. M. O. minuted:—The Board will learn from these figures that bodies are not thrown into the street because the persons have died of plague, for only twelve per cent of the total bodies found in the street have died of this disease. The fear of disinfection is not therefore the principal determining cause, it is not more probable that the desire to avoid funeral expenses may be at the root of the matter? No doubt many of the coolie class are here without relations, and when they die there is no one interested in their funeral obsequies, and the lodging-house-keeper or other householder disposes of the body in the cheapest manner possible, namely, by depositing it in the street.

Mr. A. Rumjahn minuted:—I don't think the cost of burial has had anything to do with dumping. Before plague measures were introduced, dumping had never been heard of.

The Hon. the Principal Civil Medical Officer pointed out that of the bodies dumped in Victoria during 1904 more than 84 per cent were those of children under the age of ten years.

Mr. H. E. Pollock, K.C., minuted:—Very interesting. This affords a striking instance of how dangerous it is to theorize on insufficient data.

Mr. Lau Chi Pak minuted:—As far as I know the dumping of dead bodies is mainly due to the fear of the stringent measures adopted in former years. That fear has not yet been dissipated. The poor Chinese can always obtain coitus gratis from the Tung Wa Hospital to bury their dead, and send their sick before they die to that institution. It is therefore apparent that it is not done with the intention to avoid burial expenses. I hope, however, that the receiving houses, or branch hospital just started by the Chinese community will help to mitigate, if not entirely stop, this evil practice.

The Hon. the Principal Medical Officer, again minuted:—I don't see why the so-called "stringent measures" should have increased the number of bodies found in the harbour so greatly, as those regulations are not applied to the population at large, and it is to be presumed that most of those bodies found in the harbour belong to the boat-population. I believe that economic reasons constitute an important factor.

The Hon. the Registrar General submitted a table showing the following figures of bodies found:—

Non-plague cases—1,239.	
Found in their houses.....	373=46%
Found in street, etc.....	666=54%
Plague cases—312.	
Found in their houses.....	214=69%
Found in street, etc.....	98=31%

CASE OF ANTHRAX.

At the Sanitary Board meeting this afternoon, the Colonial Veterinary Surgeon submitted a report of a case of anthrax in the Kennedy Town Cattle Depot, on the 6th inst., which showed that the animal came into the depot on the afternoon of that day, along with eight others from Canton, and was found dead in the stall when the premises were opened the next morning by the inspector in charge. The infected animals have been put under observation, and the shed in which the bullock was found was washed and disinfected.

Mr. A. Rumjahn minuted: "I don't see why this should be dealt with confidentially. It is not in accordance with precedents. It is rather strange that it is not until deaths occur that cases are reported."

The Hon. the President minuted: "I have no objection to taking the paper publicly. The animal was only in the depot a few hours."

ALLEGED MANSLAUGHTER IN THE HARBOUR.

At about 7.33 p.m., yesterday, a coolie named Yung Yau, 19 years of age, in company with two young companions engaged a boat at Shaikwan West to go to Shaikwan. There were two women, two girls, and a man in the boat, and they agreed to take the men across the Bay. When half way across Yung Yau began to skylark with one of the girls and as she resented his attentions, it is alleged, he pushed her into the sea, and she was drowned, the other girl and the coolies being unable to rescue her, though they all jumped into the water to try to save her. Yung Yau also jumped overboard, but as he could not swim he had to be rescued by his companions. A report of the occurrence was made to the police at Shaikwan, and Yung, who is employed at Quarry Bay, was arrested. This morning Inspector Robertson placed him before Mr. F. A. Hazell, at the Magistracy, charging him with manslaughter, and the case was adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 18th at 11.45 a.m. The barometer has risen rapidly over W. Japan, and fallen in E. Japan.

Pressure has also increased over the Formosa Channel and the Loochoo. It is inclined to fall again over N. China.

The depression is moving away over the Pacific to the E. of Japan, and the highest pressure is lying between the E. coast of China and the Loochoos.

Gradients are slight in the North to moderate in the South, moderate E. winds may be expected in the Formosa Channel and fresh E. winds along the Northern shores of the China Sea.

Forecast:—Fresh to strong E. winds; cloudy, some drizzling rain or mist.

NAVAL NOTES.

A Kure telegram to the *Mainichi*, dated the 5th, states that the new destroyer *Arara* (*The Hail*), which has been built at the dockyard there, was successfully launched on that day. The new vessel, the hull of which is painted gray above the waterline and red below it, is of just the same type as the *Fubuki*, which was launched in January. Her tonnage is 380, and her speed 29 knots, and she has four funnels. Her equipment will be completed in the course of a month.

SHIPPING JETSAK.

Tokio papers report that the Toyo Kisen Kaisha intend to open a regular service between Japan and Manila, Sydney and Melbourne, for which purpose several employees are now investigating the conditions in foreign countries. Probably two steamers now under construction in America will be employed on the line.

CRIMINAL SESSIONS.

The April Criminal Sessions did not occupy the Court for long to-day, the Chief Justice (Sir Henry S. Berkeley) having disposed of the two cases before noon.

ROBBERY WITH VIOLENCE.

Committed by Mr. F. A. Hazell, Ho Hing was placed on trial on the charge of committing robbery with violence, under circumstances already fully recorded in these columns. The jury after hearing the evidence found him guilty, and his Lordship sentenced him to two years' imprisonment with hard labour, and 20 strokes of the birch, to be administered within the first six months of his sentence.

GANG ROBBERY.

Tsung Kung Luk was arraigned on the charge of committing a robbery, with others not in custody, and putting a number of women in fear of their lives. This case has also been fully recorded in these columns. The jury found him guilty, and his Lordship sent him to hard labour for five years, and ordered him to be given 24 strokes with the birch rod.

MARCONI MARRIES.

THE BEAUTIFUL DAUGHTER OF AN IRISH PEER.

A brilliant society throng took possession of St. George's Church, Hanover-sq., the other afternoon to witness the wedding of the Chevalier Marconi, of wireless telegraphy renown, and the Hon. Beatrice O'Brien, fifth daughter of the late Lord Inchiquin, of Dromoland Castle, county Clare.

The popular Rector of St. George's, the Rev. David Anderson, officiated, and the bridegroom, looking even younger than his 30 summers, was accompanied by his brother, Mr. Alfonso Marconi.

There is nothing Italian in Chevalier Marconi's appearance. He is tall and fair, with the most beautiful blue eyes and a charming manner.

His mother, who is still alive, is an Irishwoman, and was one of the most beautiful women of her day.

The bride looked very sweet in her simple white lisse and silk wedding dress, and was given away by her half-brother—Lord Inchiquin; while behind her came four bridesmaids—the Hon. Maud and Lilah O'Brien (her sisters), the Hon. Marjorie Coke, and Miss Eva Trefusius—wearing dresses of Irish poplin, with large mauve straw hats wreathed with Parma violets.

The Chevalier and the Hon. Mrs. Marconi subsequently departed for Dromoland Castle, lent to them by Lord and Lady Inchiquin.

Many Marconigrams were received during the afternoon from friends in America, France, and Ireland, wishing the happy couple good luck, and one of the large drawing-rooms at the house of the bride's mother was completely filled with the hundreds of costly wedding gifts, ranging from the superb diamond tiara given by the bridegroom to the bride, and the diamond and enamel sleeve-links from Princess Louise Augusta of Schleswig-Holstein to the bridegroom, down to a humble little bunch of shamrock, sent by a friend of Mr. Marconi's from Ireland.

The Marconi Company in London have given some magnificent sables, and expressed in the most felicitous terms their wishes for the future happiness of the twain.

The "Bengali Marconi Wireless Company" have sent from Brussels a large and costly jar, with the fervent hope there will be "no family jars" in the Marconi household.

From Lord and Lady Tennyson comes a beautifully bound copy of the poems of the late Lord Laurence, and the Dante Society, of which Mr. Marconi is to be the next president, have also sent choice books.

Lord and Lady Minto give crystal vases, and the Duchess of Somerset sends a lovely fan.

Major-General S. Baden-Powell, a great admirer of Mr. Marconi, and a personal friend, gives jewellery, and from a South African well-wisher comes a fragment of shell found at Colenso.

The Italian Ambassador has provided some dainty silver mantelpiece ornaments, and Mr. and Mrs. Henniker Heaton send appropriately enough an inkstand, and a receptacle for letters.

Mr. Reed, the faithful chauffeur to Mr. Marconi, is represented by a little picture, and the Marquis Solari has sent a priceless old Italian painting.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 20th inst.
English (*Chuan*) 20th inst.
American (*Montalia*) 20th inst.
German (*Prinz Bittel Friedrich*) 23th inst.
Indian (*Suisung*) 2nd prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Alcinous* left Shanghai yesterday, and may be expected here on 20th inst.

The British s.s. *Planet Venus* from Hongkong, &c., left Singapore yesterday, for London, and is due here on 23rd inst.

The Imperial German Mail s.s. *Prinzessin* which left here on 14th inst., a.m., arrived at Shanghai yesterday at 9 a.m.

The I. C. S. N. Co.'s s.s. *Suisung* left Calcutta for this port via the Straits on 15th inst., and may be expected here on 2nd prox.

TELEGRAMS.

[Reuter's.]

Germany and France.

LONDON, 16th April.

A relaxation of the tension between Germany and France concerning Morocco has been noticeable the last few days.

The Situation in Russia.

In view of feared renewed demonstrations, in St. Petersburg, the garrison has been strengthened by several battalions of Don Cossacks. The movement among the peasants is again causing serious apprehension, and large numbers of landowners, with their families, are taking refuge in Moscow.

The Fourth Russian Baltic Fleet.

Later.

It is announced at Port Said that the fourth Baltic fleet under Vice-admiral Wassergo, consisting of the *Alexander II*, *Asow*, *Admiral Korniloff*, *Slava* and the *Paul I*, will pass the Canal in July or August.

GUARDING THE SIBERIAN RAILWAY.

LIFE IN THE RUSSIAN BLOCKHOUSES.

A correspondent of the *St. Petersburg Zeitung* has given the following interesting description of the manner in which the precious track of the Siberian railway is guarded by the Russian military authorities:—

The railway running from Moscow to Irkutsk, forty miles westwards of Lake Baikal, can be regarded as being the first part of the route followed by the troops going to the front. This section is about 3,500 miles long. For 735 miles from Moscow the route runs through the central and eastern governments of European Russia to Samara, and as there are other lines of railway that could be used in case of need, the main line is not protected by special guards. The first important point at which serious inconvenience could be caused to the maintenance of communication with the army in the field is the great bridge across the Volga at Astrakhan. This bridge is 1,555 yards in length, and the destruction of a single pier would suffice to stop traffic for some weeks. If the bridge were blown up, in summer the troops could be taken across the Volga in barges, and in winter they could be marched across the frozen river. However, as this bridge is so important, it is the first which is guarded by sentries. At the entrance to the bridge stands a sentry with fixed bayonet; the guard is changed according to the weather. The men on duty are lodged in a barracks built at the foot of the high railway embankment.

Beyond the Volga there is a steady increase in the methods taken to safeguard the railway, and from Chelyabinsk, the important station in European Russia, at which the Siberian Railway may be said to begin, every bridge is guarded, as is the embankment where it is lofty and easy of destruction by being blown up. Reservoirs are being used almost exclusively to guard the railway; they can be told by their bearded faces and baggy caps. Sentry-houses are built along the line, in which steps with a hand-rail lead. Near Petropavlovsk, on the Ishim, the railway guards are posted very close to each other, in fact, from 300 to 400 paces apart. Probably the nomadic Kirghiz tribes are not to be trusted. The sentries are lodged in block-houses built of wood, which stand close to the line, and sometimes under the bridges. Some of them are built into the railway embankment as earth huts. In these block-houses the men await their turn of duty, as do also the patrols who patrol the line by night and by day, and from ten to twenty men are assigned to a hut. Just now both kinds of huts are buried deeply in snow; during the day they can be found only after careful search, and at night-time they can be made out by the light that streams from the lonely window. Along the embankment a path has been either trodden out or shovelled away for the patrols, still, the path is buried by the snow-drifts from time to time, and then the patrol, which consists of six men at certain points, has to walk along between the rails. This is dangerous, for as the track is a single line, it is hard to keep a lookout for trains in both directions. In foggy weather, or when the snow is drifting, and during the night hours, the engine-drivers are bound to blow their whistles at short distances to warn any patrols that may be walking on the line.

From the look of the block-houses and their surrounding one sees that the men living there have prepared to make a long stay in them; here and there the men have thrown up a wall of snow around their dwellings and stored up wood for use as fuel; clothes' lines are to be seen for drying their clothes, and some of the huts can boast of a dog, which perhaps acts as a guardian at night. The block-houses lie miles away from the nearest railway station, and thus they are supplied with provisions for a long time. The large towns represent bases from which the men can be relieved; but only rarely are fresh bodies of men sent out to relieve the men on duty, as it is to the interest of this service that the men who have become well acquainted with a locality should be kept there; in fact, such care has been taken of them, that they can be regarded as being independent troops. On the other hand, it must not be forgotten that men who have to perform the same monotonous duty for week after week without any change or break, are liable to grow lax in their duties, and to underestimate the responsibility with which they are charged. However, a direct attack upon the Siberian Railway is not to be expected between Samara and Irkutsk, and special care is called for only in the case of the nomadic tribes that roam about the Steppes through which the railway runs. Eastward of Irkutsk the task of safeguarding the line of railway becomes naturally more difficult, as the Russians have to deal with the Chuchches.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY ESTIMATES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The Navy Estimates for the forthcoming year show that the battleship programme is the smallest recorded since 1895, when no battleships at all were laid down. Taking a period of four years, 1902-5, the battleship programme of those four years were only ten ships, as against fourteen for the four years 1898-1901 and sixteen for the period 1894-7; so that the programme for 1905 is not only itself exceedingly small, but it also follows upon a series of small programmes in 1902, 1903, and 1904.

In view of these facts, the question must be faced whether it is sufficient. And here it must be remembered that:

(1) Germany and the United States are laying down two battleships apiece, while in France a programme of two battleships is contemplated, though not as yet definitely sanctioned, and in Russia a very large programme (of sixteen battleships) is under discussion. If the two-Power standard is to be maintained in the naval programme of each year, at least four battleships should have been laid down by England. Nor is it reassuring to observe that Germany, a single Power, has laid down fifteen battleships in the past seven years again at the British seventeen. The British advantage, against not a combination of Powers, but a single Power, in that period is only two in point of numbers in the most important class of ship.

(2) A large armoured cruiser and a number of destroyers belonging to last year's Estimates have been abandoned, though duly voted by Parliament—a remarkable departure, and surely a dangerous precedent.

(3) Thirteen battleships which figured as efficient in the 1904 official Admiralty return of battleships have been struck off the effective list, reducing the number of British battleships to the lowest ever recorded in the recent history of the Navy.

The Navy League is aware that the losses of the Russian navy in the Far East are added to justify the small battleship programme. But I would point out that the ships lost all belonged to the Russian naval force which was opposed to Germany in the Baltic, and the existence of which has at times been used in the past to justify the large German programme of construction. It is significant that the elimination of these six Russian ships was projected in 1902, when the German Navy Bill was passed, is being laid down in 1905. Further, Admiral Tirpitz has informed the Reichstag that a supplementary programme of six large armoured cruisers may be introduced in the course of the autumn. This announcement was made after the insignificant proportions of the British programme were generally known.

It is difficult to understand why, if Germany has not reduced her programme, but on the contrary increased it, England should seriously reduce her efforts to maintain her naval position.

"Hull ships are the infantry and artillery of the sea in one," says the United States Secretary of the Navy in a recent memorandum dwelling on the absolute necessity of an ample force of these ships. The public should therefore understand that "infantry and artillery" are not being supplied to the British Navy in 1905 in the same proportion as they are being supplied to foreign navies. There is no escape from the dilemma: either we must build greatly in the past or we are under-building to-day. But a long series of extracts from First Lord's speeches and memoranda could be produced, and will be produced if necessary, to prove that past Estimates only provided the minimum requisite for safety.

I am, Sir,
On behalf of the Executive Committee of the Navy League,
Your obedient servant,
WM. CAPES CRUTCHLEY,
Secretary.

The Navy League,
13, Victoria Street, W.C.
March 15, 1905.

AN OFFICER CHARGED WITH MURDER.

STARTLING ALLEGATIONS.

According to news from Rome, the opening of the trial of Lieut. Modugno, who is accused of murdering his wife on December 29, 1902, will take place shortly at the Court of Assizes Perugia. The case promises to be as notorious throughout Italy as the famous Martini trial, and will be of international interest, as the conduct of the foreign officers in China at the time of the Boxer troubles in 1900 may be called in question. The facts of the case are that on December 29, 1902, the young wife of Lieut. Modugno was found dead. She had been shot with a heavy service revolver, which was lying by her side. A letter, signed in her name, was discovered on the bed, in which it was stated she intended to commit suicide. The prosecution contend that this letter was a forgery, that it was impossible for the young wife to have shot herself with the weapon found by the side of the body, and allege that the Lieutenant murdered her.

THE INTERNATIONAL SIDE OF THE CASE.
There is another point in the case, says a home journal, and that is the Lieutenant's conduct in China when he was an officer in the Italian contingent of the international expedition at the time of the Boxer rising. He is accused of committing exactions and torture upon the rich Chinese, and pillaging their shops and warehouses of valuable goods, which he eventually sold, not in Italy, but abroad, and which realised about £12,000. It is suggested as a motive for the crime that he was threatened to expose his conduct. On this point Lieutenant Modugno is very reserved. He is reported, however, to have said that he will explain everything to the jury, that he hopes to prove that he was not an isolated case, and that he acted when in China in the same manner as did all the Europeans. It is believed that some startling revelations will be made in the course of the trial regarding the conduct of the officers of the international troops in Tientsin and Peking.

AN INTERESTING WEDDING.

AT SHANGHAI.

An exceedingly pretty wedding took place at the Union Church, Shanghai, on 13th inst. between Miss Mabel Law and Mr. Percy Crighton. The service was fully choral, and the church had been beautifully decorated for the occasion, with a profusion of lovely white flowers and foliage. The Rev. C. E. Darwent performed the ceremony, and Mr. E. Hall presided at the organ.

The bride's dress was a lovely creation composed of white chiffon-satin, Chantilly lace, and tulle, and she wore a tulle veil fastened with a wreath composed of orange blossom, myrtle, and white heather. Her only ornament was a diamond and pearl brooch, the gift of the bridegroom, and she carried a shower bouquet composed of lovely white exotics and asparagus ferns. She was given away by Mr. John Prentice, and Mr. Edmondson officiated as best man. Miss Minnie Law and Miss Ada Law, sisters of the bride, acted as bridesmaids. They were in pretty gowns of pale pink Ninon decorated with an exquisite white lace, and they wore wide brimmed picture hats composed of black tulle, trimmed with ostrich plumes. Instead of the usual bouquet they carried big granny muffs of pink velvet, and chiffon, trimmed with Parma violets, and both wore a diamond brooch, the gift of the bridegroom.

There was no formal reception after the ceremony, on account of a recent family bereavement, but many of the friends of the happy couple attended an informal reception at Yangtze-poo Villa, the residence of Mr. Prentice, the bride's stepfather.

Mrs. Prentice wore a lovely gown of black Ninon over white silk, inset with panels of Chantilly lace, the bodice of which had a yolk and vest of cream lace, studded with tiny diamond buttons, and relieved with touches of beltonette velvet. With it was worn a toque of black lace over white, trimmed with white Paradise plumes. Later in the afternoon Mr. and Mrs. Crighton left for the South where they intend to spend the honeymoon. The bride's going away dress was composed of brown fawn cloth, relieved with cream lace and pretty embroidery in which appeared artistic touches of orange, with which she wore a white cloth hat turned back with cinnamon brown velvet, and trimmed with white ostrich plumes, and a scarf of orange crepe de chin.—*Shanghai Mercury.*

SCHOOL SPORTS.

In the presence of a large gathering of interested spectators, athletic sports in connection with the Hongkong schools were held at Pappy Valley yesterday. H.E. the Governor was present and at the close of the competitions distributed the prizes. Dr. G. H. Bateson-Wright, the head master of Queen's College, thanked His Excellency for his kindness in attending the sports and giving away the prizes, and called upon the scholars for three cheers. These having been heartily given and acknowledged by Sir Matthew Nathan, the band of the Royal West Kents, which had been in attendance during the afternoon, brought the proceedings to a close by playing the National Anthem. The results of the various events, and the times which must not be taken too seriously, were as follows:—

Long jump.—For boys ranging between ten and sixteen. 1. Pak Hui, 17 ft. 8 in.; 2. Y. Abbas, 16 ft. 10 in.; 3. Dancer, 15 ft. 8 in.; 4. Lau Fook Ching, 15 ft. 8 in.; 5. Lau Fook Ching, 15 ft. 8 in.; 6. Lau Fook Ching, 15 ft. 8 in.; 7. Lau Fook Ching, 15 ft. 8 in.; 8. Lau Fook Ching, 15 ft. 8 in.; 9. Lau Fook Ching, 15 ft. 8 in.; 10. Lau Fook Ching, 15 ft. 8 in.; 11. Lau Fook Ching, 15 ft. 8 in.; 12. Lau Fook Ching, 15 ft. 8 in.; 13. Lau Fook Ching, 15 ft. 8 in.; 14. Lau Fook Ching, 15 ft. 8 in.; 15. Lau Fook Ching, 15 ft. 8 in.; 16. Lau Fook Ching, 15 ft. 8 in.; 17. Lau Fook Ching, 15 ft. 8 in.; 18. Lau Fook Ching, 15 ft. 8 in.; 19. Lau Fook Ching, 15 ft. 8 in.; 20. Lau Fook Ching, 15 ft. 8 in.; 21. Lau Fook Ching, 15 ft. 8 in.; 22. Lau Fook Ching, 15 ft. 8 in.; 23. Lau Fook Ching, 15 ft. 8 in.; 24. Lau Fook Ching, 15 ft. 8 in.; 25. Lau Fook Ching, 15 ft. 8 in.; 26. Lau Fook Ching, 15 ft. 8 in.; 27. Lau Fook Ching, 15 ft. 8 in.; 28. Lau Fook Ching, 15 ft. 8 in.; 29. Lau Fook Ching, 15 ft. 8 in.; 30. Lau Fook Ching, 15 ft. 8 in.; 31. Lau Fook Ching, 15 ft. 8 in.; 32. Lau Fook Ching, 15 ft. 8 in.; 33. Lau Fook Ching, 15 ft. 8 in.; 34. Lau Fook Ching, 15 ft. 8 in.; 35. Lau Fook Ching, 15 ft. 8 in.; 36. Lau Fook Ching, 15 ft. 8 in.; 37. Lau Fook Ching, 15 ft. 8 in.; 38. Lau Fook Ching, 15 ft. 8 in.; 39. Lau Fook Ching, 15 ft. 8 in.; 40. Lau Fook Ching, 15 ft. 8 in.; 41. Lau Fook Ching, 15 ft. 8 in.; 42. Lau Fook Ching, 15 ft. 8 in.; 43. Lau Fook Ching, 15 ft. 8 in.; 44. Lau Fook Ching, 15 ft. 8 in.; 45. Lau Fook Ching, 15 ft. 8 in.; 46. Lau Fook Ching, 15 ft. 8 in.; 47. Lau Fook Ching, 15 ft. 8 in.; 48. Lau Fook Ching, 15 ft. 8 in.; 49. Lau Fook Ching, 15 ft. 8 in.; 50. Lau Fook Ching, 15 ft. 8 in.; 51. Lau Fook Ching, 15 ft. 8 in.; 52. Lau Fook Ching, 15 ft. 8 in.; 53. Lau Fook Ching, 15 ft. 8 in.; 54. Lau Fook Ching, 15 ft. 8 in.; 55. Lau Fook Ching, 15 ft. 8 in.; 56. Lau Fook Ching, 15 ft. 8 in.; 57. Lau Fook Ching, 15 ft. 8 in.; 58. 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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	8th May.
GLASGOW and LIVERPOOL	"KINTUCK"	15th May.
GLASGOW and LIVERPOOL	"HENELOUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	21st April, 5 p.m.
AMSTERDAM, LONDON & ANTWERP	"KATSON"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	30th May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	6th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.
S.S. "Alcious" left Shanghai on the morning of the 17th inst., and may be expected to arrive here on the 20th.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	19th April.
	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE...	"TAIYUAN"	22nd April.
CEBU, ILOILO, MANILA, TSINGTAO, CHEFOO and TIENTSIN	"TAMING"	24th "
	"PROVIDENCE"	24th "
	"SUNGKIANG"	25th "
	"KANGU"	25th "
	"TSIHAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

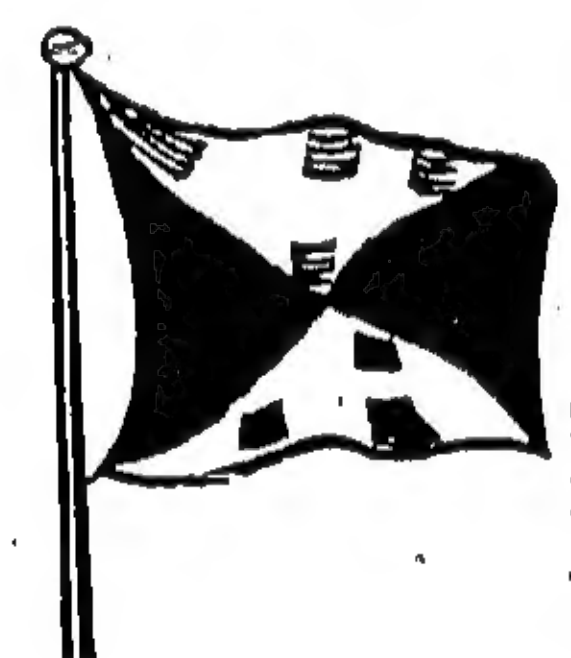
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Days.
RUBI	2540	A. H. Nottley	MANILA VIA AMOY	SATURDAY, 22nd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 25th, 1905.
"ARABIA"	4,483	Bable	May 11th, "
"ARAGONIA"	4,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

12

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW"	1,139—J. P. MARTIN.
"KWONG TUNG"	1,138—H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4
Meals ... \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 10th April, 4 P.M.
MANILA	"LOONGSANG"	THURSDAY, 10th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 12nd April, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	"WOSANG"	SUNDAY, 23rd April, Daylight.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain R. F. Thomson, will be despatched as
above, on SUNDAY, the 23rd instant, at
Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be de-patched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout, with
the Electric Light.

A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORS, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG

1905.	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WINGCHAI,"
Capt. T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

FOR

Steamship

On

NINGPO and SHANGHAI

MANILA

SHANGHAI

SWATOW, CHEFOO and TIENTSIN

S'GAPORE, PENANG & CALCUTTA

"HANGSANG" THURSDAY, 10th April, 4 P.M.

"LOONGSANG" THURSDAY, 10th April, 4 P.M.

"HINSANG" SATURDAY, 12nd April, 4 P.M.

"WOSANG" SUNDAY, 23rd April, Daylight.

"NAMSANG" WEDNESDAY, 26th April, 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. Co.'s Steamer

"POONA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Peninsular".
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by main
in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Aging Superintendent.

HONGKONG, 15th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will
be examined on THURSDAY, the 20th instant, at
9.30 A.M.

All Claims must reach us before the 25th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 13th April, 1905.

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Godown Company, Limited, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 21st instant, at
5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

This Vessel brings on part Cargo of S.S.
Verona from New York.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. on WEDNESDAY, the
19th instant, will be landed at Consignees' risk
and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREVON I,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to
send in their Bills of Lading for Counter-signa-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will
be subject

Rock Fish—Sek Kau Kung.....	11
Roach—Chun Yu.....	10
Salmon, (Canton), fresh water—Ma Yu.....	32
Shark—Sa Yu.....	10
Skate—Po Yu.....	10
Shrimps—Ha.....	28
Snapper—Lap Yu.....	24
Soles—Tat Sa Yu.....	24
Tench—Wan Yu.....	18
Turbot—Cho Hou Yu.....	18
Turtles, small, fresh water—Keok Yu.....	75
White Bait—Nyan Yu Chai.....	10

FRUITS.

Almonds—Hung Yau.....	20
Apples, (California)—Kam San Ping.....	30
(Ko).....	30
(Chefoo)—Tin Chun Ping.....	30
(Ko).....	30
Small—Hui Tong.....	30
Custard—Fan Lai Chi.....	30
Bananas, (Canton), Canton—Sang Sheng.....	4
Heung Chiu.....	4
(brides), Macao—San Heung Chiu.....	12
Chestnuts, Chinese—Fong Lut.....	9
Carambola—Yang Tai.....	9
Cocoanuts—Yeh Tsz.....	10
Grapes—Sin Tai Tsz.....	10
Lemons, China—Ning Mong.....	5
Amer.—Kum San Ning Mong.....	25
Lichees, Dried—Lai Chi Con.....	15
Fresh, Lai Chi Con.....	15
Limes, (Saigon)—Sui Kung Ning.....	5
Moong.....	10
Mango, Manila—Lui Sing Mong.....	10
Mango, Saigon—Sai Kung Mong.....	10
Mangoes, Sui Chuk Tsz.....	10
Oranges, (Canton)—Sang Sheng Tim.....	20
Chang.....	15
Sinh—Tai Kut.....	15
Mandarin—Tin Kut.....	15
Olives—Pak Lun.....	4
Pears, (American)—Kam San Ping.....	15
(Canton), Cooking—Sa Li.....	15
(Shanghai)—Sheung Hoi Li.....	15
Peanuts, (F. S.)—Fa Sang.....	15
Persimmons Large, (Hung) Chie.....	6
Pine-apples, 1st quality—Sheung Poon.....	15
Ti Paw-lau.....	15
2nd cooking—Chung-tang.....	15
Paw-lau.....	15
Platanus—Tai Chen.....	15
Pums, Swatow—Hung Lai.....	15
Pumelo, Siam—Chim Lo Yau.....	15
Walnuts, Hop Tau.....	15
Green—Sang Hop Tau.....	15

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah.....	4
Chi Chuk.....	4
Beans, (French) Macao—Oh Moon Pin.....	25
Tau.....	25
Beans, (French), Shanghai—Sheung Hoi.....	25
Pin Tai.....	25
Beans, Sprout—Ah Choi.....	2
Beans Long—Tau Kook.....	2
Beet Root—Hung Choi Tau.....	2
Brinjals, Green—Cheng Yuen Ker.....	4
Brinjals, Red—Hung Ker.....	4
Brassica—Pak Choi.....	4
Bamboo Shoot—hook Shun.....	8
Cabbage, Chinese, com.—Kai Choy.....	3
Cabbage, (Shanghai)—Yeh Choi.....	3
Cane Shoots, bunch—Kai Shun.....	3
Cauliflower, large size—Tai Yeh Choi.....	20
Fa.....	20
Cauliflower, Medium size—Cheung Yeh.....	12
Chui-fa.....	12
Cauliflower, Small size—Sai Yeh Choi.....	5
Carrots—Kam Shun.....	6
Celery, Chinese Tong Kan Choy.....	4
Celery, English—Yung Kan Choi.....	4
Celery, White—Pak Yung Kan Choi.....	4
Chilies Dried—Con Lai Chiu.....	28
Red—Lung Fa.....	25
Green—Cheng Lai Chiu.....	12
Curry Stuf, English—Ka Lee Choi Liu.....	9
Cucumbers—Cheng Kwa.....	9
Bitter Squash—Fu Kwa.....	8
Garlic—Suen Tau.....	8
Ginger, young—Sun Tsz Keung.....	5
old—Lo Keung.....	5
Horse Radish, Shanghai—Lik Kan.....	10
Indian Corn—Suk Mai.....	3
Lettuce—Yung Sang Choi.....	3
Water Chestnuts—Ma Tai.....	3
Mandarin—Kwei Lum Ma Tai.....	3
Mushrooms Fresh—Sang Cho Kho.....	3
Onions, Bombay—Yung Chung Tau.....	3
Green—Sang Chung.....	3
Shai—Sheung Hoi Chung Tau.....	3
Japan—Yat Poon.....	3
Okroes—Mo Ker.....	1
Parsley, English—Yung Un Sai.....	1
Gradus Pea.....	1
Green Peas—Cheng Tau.....	10
Potatoes, Sweet—Fan Shu.....	2
Shanghai—Sheung Hoi Shu.....	2
Tsi.....	2
Japan—Yat Poon Shu Tsi.....	2
American—Fa Ki.....	2
Poochow—Fuk Chau Shu Tsi.....	2
Macao—Oh Moon.....	2
Pumpkin—Toong Kwa.....	2
Radicis—Hung Lo Pak Tsi.....	2
Rhubarb.....	2
Shalots—Con Chung Tau.....	2
Springs (Chinese)—Paw Choi.....	2
Springs—Yia Choi.....	2
Tomatoes—Fan Ker.....	2
Taro—Wu Tau.....	2
Turnips, Pust (Long)—Low Pak.....	2
English—Yung Low Pak.....	2
Vegetable Marrow—Chi Kwa.....	2
Water Cresses—Sai Yung Choi.....	2
Caltrops—Lan Kok.....	2
Yams—Tai Shu.....	2

N. A. JOHANSEN,
Acting Inspector of Markets

Shipping.

Hinsang, Br. s.s., 1536, W. E. Sawyer, 16th April—Mojil 11th April, Coal—J. M. & Co.
Rubi, Br. s.s., 1561, A. H. Rempie, 17th April—Manila 15th April, Hemp and Sugar—S. T. & Co.
Kwangshih, Ch. s.s., 1536, Wm. H. Lunt, 17th April—Shanghai 14th April, Gen.—C. M. S. N. Co.
Petrarch, Ger. s.s., 1552, C. Ahrens, 17th April—Chefoo 12th April, Gen.—S. W. & Co.
Themis, Nor. s.s., 1509, T. Thomason, 17th April—Kobe via Moji 10th April, Gen.—Pang Kee Co.
Providence, Nor. s.s., 693, C. Cornelissen, 17th April—Bangkok 8th April, Rice and Gen.—M. & Co.
Dumbea, Fr. s.s., 3437, Boyer, 18th April—Marseilles and Saigon 15th April, Mails and Gen.—M. M.
Erroll, Br. s.s., 2386, Grataun, 18th April—Liverpool and Singapore 5th Mar. Gen.—D. & Co. Ltd.
Hansang, Br. s.s., 1556, Wilde, 18th April—Canton 18th April, Gen.—J. M. & Co.

Clearances at the Harbour Office.

Hongkong, for West River.
Footings, for Swatow.
San Cheong, for Canton.
Errors, for Shanghai.
Siberia, for Shanghai.
Glenloch, for Shanghai.
Tatung, for Ningpo.
Shun Lee, for West River.
Batavia Bridge, for Satebo.
Wingchai, for Macao.
Chan On, for West River.
Catherine Apcar, for Singapore.
Hofing, for Shanghai.
Kwongtung, for Canton.
Departs for April 18.
Tonkin, for Europe.
Siberia, for San Francisco.
Providence, for Bangkok.
Sikh, for Natal.
Proletus, for Swatow.
Wongkai, for Swatow.
Howick Hall, for Shanghai.
Newton Hall, for Shanghai.
Lincolnshire, for Yokohama.
Barnes, for Singapore.
Eatery, for Kobe.
Isang, for Canton.
Indramayo, for Shanghai.
Mullat, for Quinon.
Footings, for Shanghai.
Catherine Apcar, for Calcutta.
Teon, for Manila.
Tahau, for Shanghai.
Petrarch, for Canton.
Kwongtung, for Canton.
Dumbea, for Shanghai, &c.

Per Ewell, from Singapore—Messrs. Fiske Warren and Boston.
Per Kwongtung, from Shanghai—Messrs. T. Roberts, Taylor, Thompson, and Co. Chinese.
Per Rubi, from Manila—Mr. and Mrs. Benham.
Mrs. Torrey, Mr. and Mrs. J. Figueroa, Messrs. G. D. Schiller, A. L. Parsons, H. McKie, Misses R. C. Bennett, J. Torrey, Messrs. H. J. N. Levett, C. A. Belknap, G. L. Hall, Mrs. J. de Chulidain, Miss S. Chulidain, Messrs. J. Manapat, M. de los Reyes, C. E. Wheeler, C. A. Vallance, Miss S. Reich, Messrs. Koenigsberg, V. A. Fernandez, Mr. and Mrs. F. Meskers, Messrs. W. K. Bachelier, R. B. Howell, Mr. and Mrs. C. R. Baker, Messrs. P. W. Rustow, I. M. Reade, W. C. Kirby, A. V. Goodale, Mr. Anderberg, C. A. Delvitt, Miss Torrey, Mrs. McKee, Mr. F. A. Aulenecker, W. J. Chapman, Miss E. Woodman, Mrs. A. H. de Woele and baby, Messrs. G. Steiner, J. de Woele, H. H. Hall, Mrs. R. S. Hughes, Miss M. Chulidain, Mr. R. S. Hughes, Miss B. Chulidain, Mr. R. O. P. Tackett, Miss S. Morino, Messrs. I. Adams, Carl B. Hard, G. Boothman, U. C. Smith, Mr. and Mrs. Stockton, Messrs. J. T. Figueroa, C. R. Baugs, W. C. Nasson, H. H. Wright, Mrs. C. Acosta, Messrs. Juan Escribana, Gavino Velasquez, Mrs. Pacia, Miss M. Santos, and 120 Chinese.

Shipping Report.

Sir Kwongtung from Shanghai—Foggy weather throughout.
Sir Themis from Kobe—Thick fog along the Chinese coast.
Sir Rubi from Manila—Light to moderate variable winds, and fine weather.
Sir Providence from Bangkok—S'ly wind, clear weather, 16/4—17/4, fog and calm.

Vessels in Port.

Battersea Bridge, Br. s.s., 2777, R. Chievers, April—Cardiff 29th Jan., Coal—D. & Co. Ltd.
Bjornstjern Bjornsen, Nor. s.s., 736, C. Olsen, 15th April—Anping via Amoy and Swatow 15th April, Gen.—S. K. & Co.
Borneo, Ger. s.s., 1344, E. Muhle, 15th April—Sandakan 10th April, Timber and Gen.—& Co.
Brunhilde, Ger. s.s., 854, H. Selck, 16th April—Bangkok 6th April, Rice—S. W. & Co.
Derwent, Br. s.s., 1652, Jenkins, 16th April—Panorakau (Java) 4th April, Sugar and Nuts—Man Fat & Co.
Empress of India, Br. s.s., 3031, O. P. Marshall, R.N.R., 11th April—Vancouver (B.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.
Glenloch, Br. s.s., 2097, E. J. Stallard, 13th April—Singapore 7th April, Gen.—McG. Bro. & Gow.
Haimun, Br. s.s., 636, A. J. Robson, 16th April—Swatow 15th April, Gen.—D. L. & Co.
Hanoi, Fr. s.s., 730, P. Merlees, 17th April—Haiphong and Hoihow 16th April, Gen.—A. R. M.
Hohstein, Ger. s.s., 1275, H. Hamer, 15th April—Mojil 8th April, Coal—M. B. K.
Lennox, Br. s.s., 2361, F. McNair, 4th April—Karatsu (Japan) 31st Mar., Coal—D. & Co. Ltd.
Loongang, Br. s.s., 1020, G. S. Weigall, 17th April—Manila 12th April, Gen.—J. M. & Co.
Loosok, Ger. s.s., 1020, G. S. Weigall, 17th April—Bangkok 4th April, and Swatow 12th, Rice and Wood—B. & S.
Nam Sang, Br. s.s., 2591, G. Payne, 15th April—Calcutta 1st April, via Penang and Singapore 9th, Gen.—J. M. & Co.
North Anglia, Br. s.s., 1531, Hood, 17th April—Cardiff 18th Feb., Coal—A. K. & Co.
Paklat, Ger. s.s., 1018, H. Demes, 15th April—Bangkok 8th April, Rice and Wood—B. & S.
Phra Nang, Ger. s.s., 1021, F. V. Mangelsdorf, 15th April—Kohsichang 9th April, Rice—B. & S.
Pollux, Nor. s.s., 779, C. Svendsen, 13th April—Rajah 6th April, Timber—Order.
Saint Helena, Br. s.s., 2707, McKee, 14th

April—Cardiff 8th Feb., Coal—Order.
Singora, Ger. s.s., 1754, P. Hermeling, 11th April—Bangkok 3rd April, Rice—M. & Co.
Tartar, Br. s.s., 2768, E. Beetham, R.N.R., 5th April—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.
Telemachus, Br. s.s., 4802, J. H. Goodwin, 16th April—Liverpool 19th Mar., and Singapore 11th April, Gen.—B. & S.
Tolosan, Ger. s.s., 2300, Rose, 14th April—Talangau 8th April, Coals—J. & Co.
Wosang, Br. s.s., 1076, M. S. Malkin, 14th April—Canton 13th April, Gen.—J. M. & Co.

SAILING VESSELS.
A. G. Ropes, Am. ship, 2302, D. H. Riners, 16th Mar.—Philadelphia 16th Oct., 1904, Coal Oil—S. O. Co.
Forrest Hall, Br. ship, 1991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum—S. O. Co.
S. P. Hitchcock, Am. ship, 2085, E. V. Gates, 22nd Mar.—from New York, Oil and Wax—S. O. Co.
West York, Br. ship, 720, W. J. L. Foster, 13th April—Newcastle 15th Jan., Coal—E. A. T. Co.

Steamers Expected.
Mongolia, Shanghai, P. M. Co., April 20
Chusan, Singapore, P. & O. Co., April 20
Alcinous, Shanghai, B. & S., April 20
Langkai, Singapore, H. A. L., April 20
Namania, Portland, P. & S., April 21
Tyden, Mojil, B. & S., April 23
Claydon, New York, S. T. & Co., April 23
P. E. Friedrich, Japan, M. & Co., April 25
Roon, Colombo, M. & Co., April 26
Emp. of Japan, Vancouver, C. P. R. Co., May 1
Suisung, Calcutta, M. & Co., May 2
Arabia, Portland, P. & A. Co., May 3
P. Sigismund, Sydney, M. & Co., May 8

Vessels	From	Agents	Due
Mongolia	Shanghai	P. M. Co.	April 20
Chusan	Singapore	P. & O. Co.	April 20
Alcinous	Shanghai	B. & S.	April 20
Langkai	Singapore	H. A. L.	April 20
Namania	Portland	P. & S.	April 21
Tyden	Mojil	B. & S.	April 23
Claydon	New York	S. T. & Co.	April 23
P. E. Friedrich	Japan	M. & Co.	April 25
Roon	Colombo	M. & Co.	April 26
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Suisung	Calcutta	M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Vessels	From	Agents	Due
Mongolia	Shanghai	P. M. Co.	April 20
Chusan	Singapore	P. & O. Co.	April 20
Alcinous	Shanghai	B. & S.	April 20
Langkai	Singapore	H. A. L.	April 20
Namania	Portland	P. & S.	April 21
Tyden	Mojil	B. & S.	April 23
Claydon	New York	S. T. & Co.	April 23
P. E. Friedrich	Japan	M. & Co.	April 25
Roon	Colombo	M. & Co.	April 26
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Suisung	Calcutta	M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Vessels	From	Agents	Due
Mongolia	Shanghai	P. M. Co.	April 20
Chusan	Singapore	P. & O. Co.	April 20
Alcinous	Shanghai	B. & S.	April 20
Langkai	Singapore	H. A. L.	April 20
Namania	Portland	P. & S.	April 21
Tyden	Mojil	B. & S.	April 23
Claydon	New York	S. T. & Co.	April 23
P. E. Friedrich	Japan	M. & Co.	April 25
Roon	Colombo	M. & Co.	April 26
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Suisung	Calcutta	M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Vessels	From	Agents	Due
Mongolia	Shanghai	P. M. Co.	April 20
Chusan	Singapore	P. & O. Co.	April 20
Alcinous	Shanghai	B. & S.	April 20
Langkai	Singapore	H. A. L.	April 20
Namania	Portland	P. & S.	April 21
Tyden	Mojil	B. & S.	April 23
Claydon	New York	S. T. & Co.	April 23
P. E. Friedrich	Japan	M. & Co.	April 25
Roon	Colombo	M. & Co.	April 26
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Suisung	Calcutta	M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Post Office.

Swatow and Bangkok—Per Loosok, 19th April, 9 A.M.
Swatow, Amoy and Tamsui—Per Haimun, 19th April, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Manila and Vancouver, &c.—Per Empress of India, 19th April, 11 A.M.
Macao—Per Heungshan, 19th April, 1:15 P.M.
Saigon—Per Polux, 19th April, 2 P.M.
Hobow and Haiphong—Per Hanoi, 20th April, 9 A.M.
Macao—Per Heungshan, 20th April, 2:15 P.M.
Ningpo and Shanghai—Per Hangzhou, 20th April, 3 P.M.
Manila—Per Loongang, 20th April, 3 P.M.
Singapore—Per Sulu, 20th April, 3 P.M.
Kongmoon, Kunchuk, Shihing and Paking—Per Sulu, 20th April, 3 P.M.
Swatow, Amoy and Foochow—Per Haimun, 21st April, 8 A.M.
Macao—Per Heungshan, 21st April, 12:15 P.M.
Amoy and Manila—Per Rubi, 21st April, 3 P.M.
Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tapanan, 21st April, 3 P.M.
Europe, &c., India, via Tuticorin—Per Simla, 22nd April, 11 A.M.
Macao—Per Heungshan, 22nd April, 12:15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 22nd April, 3 P.M.
Shanghai—Per Hsinang, 22nd April, 3 P.M.
Amoy, Straits and Rangoon—Per Pandua, 22nd April, 3 P.M.
Swatow, Chefoo and Tientsin—Per Wosang, 22nd April, 3 P.M.
Cebu—Per Taming, 24th April, 3 P.M.
Hilo—Per Providence, 24th April, 3 P.M.
Singapore, Penang and Calcutta—Per Namang, 25th April, 3 P.M.
Hilo—Per Sunghang, 25th April, 3 P.M.
Kobe—Per Trian, 25th April, 3 P.M.
Tientsin, Chefoo and Tientsin—Per Kaitu, 25th April, 3 P.M.
Kudat and Sandakan—Per Borneo, 26th April, 8 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 26th April, 11 A.M.
Singapore, Penang and Calcutta—Per Namang, 26th April, 2 P.M.
Manila—Per Zafra, 29th April, 9 A.M.
Frederick, Wilhelmshafen, Herberstshof, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Wildemar, 2nd May, 10 A.M.
Europe, &c., India, via Tuticorin—Per Armand Behle, 2nd May, 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 6th May, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.
Mails for Namso, Sanbue, Koo moon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.
No mail will be closed for Canton on Saturday evening.
The next outgoing parcel mail to Europe per s.s. Simla will be closed on Thursday, the 20th inst., at 3 P.M.

VISITORS AT THE HOTELS.

Occidental.
Andrews, Mrs. and Lowe, Mr. and Mrs. J. family
Chandler, Lieut. Marchant, Capt. and Fisher, Mr. family
Garnell, Mrs. H. J. Moser, E.
Gerard, Capt. J. C. Mueller, Mr. & Mrs. K.
Hellen, Dr. v. d. Conner, Miss A.
Hollinger, Dr. Nappel, E.
Hurly, Major M. R. Nappel, H.
Keat, Dr. F. Schick, O. F.
Kerchoven, Mrs. and Schlackier, Mrs. Capt. daughter
Krill, Mr. Williams, Mrs. G. W.
Krobbe, Capt. Windhorst, L.
Lossner, Mr. and Mrs. Winter, J. R.

Prak.
Aucott, E. F. Loudor, Mr.
Atkinson, R. D. Martin, R.
Beattie, J. M. Moxon, Mr. and Mrs. Herbert
Beattie, M. P. Muelle, J.
Bentwick, Capt. and Oliver, Mr. and Mrs. Mrs. and children
Bunney, Col. and Mrs. Ollie, F. B.
F. W. and children O'Neill, J. L. Hough
Chichester, Major and Painter, Maj. and Mrs. A. A.
Parker, R. N., A. R.
Courtney, G. Parker, Mr.
Dixon, Mr. Parry, Major
Dymock, Lieut. A. Paxton, Capt. H. W.
Fitzwilliam, Capt. Phillips, Major
Gales, Capt. Pollock, K. C. Mr.
Grant, A. R. Rymer, Mr. and Mrs. Sawyer, Mrs.
Grone, Dr. and Mrs. Sclaiar, A.
Hallingworth, Mr. and Sclaiar,

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Mohadia, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Ma-
donia, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent,

Hongkong, 8th April, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMHA.....16th May.
S.S. ERNEST SIMONS.....30th May.
S.S. POLYNESIE.....13th June.

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA:

Steamers	Tons	Captains	Sailing
Tremont	9,606	T. W. Garlick	At April 25
Eyra	4,417	G. V. Williams	May 2
Hyades	3,753	Geo. Wright	May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 18th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 34 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quans)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsai
Tsa Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIKE).

GODOWNS: PRAYA-EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1905.

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$800,000 \$100,000 \$100,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$15.46 for second half-year 1904	\$780 sales London £80	
National Bank of China, Limited	99,925	£7	£7	\$100,000 \$100,000 \$100,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$37	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 % \$185 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$11,092 \$362,366 \$71,445	Nil.	\$4 1/2 for year ended 30.1.1904	7 1/2 % \$58 sales	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$15,500,000 \$10,000 \$17,749 \$83,110 \$86,772 \$17,794	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 95 sellers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$100,000 \$17,749 \$83,110 \$86,772 \$17,794	\$2,078,997	\$35 for 1903	5 % \$700	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$155 buyers	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	7 1/2 % \$26 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$360,372	\$34 for 1903	11 1/2 % \$207 1/2 sellers	
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$88,32	\$1 for 1904	5 % \$21 sales	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 sales	
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$24,160	\$1 for second half-year 1904	9 1/2 % \$164 sales	
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	Tls. 100,000 Tls. 100,000	£38,53	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 % \$121 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 43,762	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 % Tls. 54 sales	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,000,000 £4,116 £6,000	£58,552	Tls. 1 1/2 final making Tls. 3 1/2 for 1904 Interim of 1/- (Coupon No. 5) for 1904	8 % Tls. 47 buyers 5 % 21/-	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$1,287	\$1.80 & b. 40 cts. \$2.90 & b. 20 cts.	5 1/2 % 4 1/2 %	\$37 1/2 \$28 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$21,331	\$10 for 1904	8 % \$125 sales	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 15,000 Tls. 27,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 % Tls. 28 buyers	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$32,812	Final of \$15 making \$20 for 1904	9 % \$120 sales	
Indo-Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$83,987	\$3 for 1903	...	\$127 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 1,635	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 % Tls. 51 buyers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£10,000 £10,000 £10,000	£6,820	No. 3 of 1/6	...	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	G. \$10,000 G. \$10,000	\$67,991	50 cents making G. \$1 for 1904	1 1/2 % G. \$17 1/2 sales	
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£10,000 £10,000 £10,000	£4,873	No. 12 of 1/- = 8 cents	...	£4 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 250,000 Fcs. 1,590,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$100,000 \$100,000 \$100,000	\$8,577	\$3.75 for 1904	10 1/2 % \$35	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$100,000 \$100,000 \$100,000	\$29,472	Final of \$2 1/2 making \$5 for 1904	4 1/2 % \$107 sales	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$100,000 \$100,000 \$100,000	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$203 buyers	
Haworth Friskine, Limited	12,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$6,000	\$10 div. & \$5 bonus for year end, 30/6/04	6 1/2 % \$50 buyers	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$100,000 \$100,000 \$100,000	\$489	\$14 for 1903	6 % \$21	
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 % \$30 buyers	
S. C. Farnham, Boyd & Co., Limited	55,750	Tls. 100	Tls. 100	Tls. 90,000 Tls. 48,153	Tls. 48,153	\$7 dividend	6 1/2 % \$111 1/2	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 48,210 Tls. 39,880	Tls. 10,711	\$5 interim for 1904/5	8 % Tls. 156	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$206,615	Final of Tls. 6 making Tls. 10 for 1904	6 % Tls. 186	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500 Tls. 2,762	Tls. 2,762	\$20 for 2nd half year making \$26 for 1903	7 1/2 % \$30 buyers	
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$100,000 \$100,000 \$100,000	\$9,989	\$2 1/2 for year ended 30.6.1904	8 % \$31	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 8,000	Tls. 655	Interim of Tls. 4	6 1/2 % Tls. 150 sales	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$100,000 \$100,000	\$3,354	\$5 for second half-year making \$10 for 1904	7 1/2 % \$140 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 % \$129 sellers	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,976 Tls. 170,000	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	4 1/2 % Tls. 21 buyers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$11,958	90 cents for 1904	7 1/2 % \$12.40 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$100,000 \$100,000 \$100,000	\$377	\$3 for 1904	7 1/2 % \$354 buyers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 22,813 Tls. 170,000	Tls. 20,16	Tls. 3 final and Tls. 2 1/2 bonus making Tls. 5 1/2 for 1904	7 1/2 % Tls. 115 sales	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000 Tls. 6,000	Tls. 6,000	Tls. 4 for 1904	10 % Tls. 47	
Tientsin Land Investment Company, Limited	7,276	Tls. 100	Tls. 100	Tls. 6,300 Tls. 17,500	Tls. 2,762	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 % \$55 sellers	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	0 % Tls. 40 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 % \$161 buyers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,649	Interim of 3 % a/c 1898	...	Tls. 381 sales
Laow-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 42 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$100	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	67,500	\$10	\$10	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 35,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales	
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$50,000 \$50,000 \$50,000	\$2,883	Interim of 50 cents for 1904	7 1/2 % \$133 buyers	
Anglo-German Brewing Company, Limited	4,600	\$100	\$100	none	...	First year	...	\$115 sales
Reil's Asbestos Eastern Agent, Limited	2,604	12/6	12/6	none	£161	6d. per share for 1903	5 % \$54	
Campbell, Moore & Co., Limited	12,000	\$10	\$10	\$8,000	\$1,183	\$3 for 1904	8 1/2 % \$36	
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 % \$21 sellers	
Do. (Founders)	123	None	...	\$100
Do. (New Issue)	24,000	\$15	\$12	Preferential of 7 per cent for 1904	7 % \$38 sales	
Hina-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	7 1/2 % \$13 1/2 ex div.	
Hina Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000 Tls. 3,719	Tls. 718	Tls. 5 for 1904	7 1/2 % Tls. 65	
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,719	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$60,000	\$1,581	80 cents for 1904	9 1/2 % \$84	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1 1/2 for year ending 31.7.1903	...	\$17 1/2 buyers
E. L. Monden, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 153,318	Tls. 5 for 1902	8 % Tls. 25 sales	
Fraser and Neave, Limited	4,500	Tls. 50	Tls. 50	\$12,500 \$20,000	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 % 100 buyers	
Green Island Cement Company, Limited	100,000	\$10	\$10	\$20,000 \$20,000	\$9,754	\$1 for 1904	7 1/2 % \$27 sales	
Do. (New Issue)	50,000	\$10	\$5	\$18,000	\$7,511	First Year	11 % \$17 sales	
Hall & Hollis, Limited	21,000	\$20	\$10	£23,100 £3,000	£7,625	Final of \$1 making \$2 1/2	...	\$23 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,100 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$160 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 % \$17 1/2 sales	
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	none	\$2,795	50 cents for year ending 30.11.1904	7 1/2 % \$11 buyers	
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000 \$50,000	\$5,355	\$15 for year ending 30.7.1904	7 1/2 % \$21 buyers	
Hongkong Rope-Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	Final of \$13 making \$17 for 1904	7 % \$245	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,500	\$299	\$10 for 1904	7 % \$145	
Katze Brothers, Limited	10,000	\$100	\$100	\$1,500	\$299	Final of 70 cts. and 30 cts. bonus making \$1.00 for the year ended 30.9.04	10 % \$14 sellers	
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$475,000 \$475,000	\$1,400	\$8 for 1901	6 % \$135 buyers	
Lat-paatschappij tot Mijn. Rood en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	\$21,581	Interim of \$5	8 % \$135 buyers	
Laynard and Company, Limited	3,400	\$10	\$10	none	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	12 1/2 % Tls. 240 sales	
Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$331	\$2 for year ended 31.10.1904	9 % \$23	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	Final of \$3 making \$5 for the year ending 30.6.04	9 % \$55 sales	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 1/2 % Tls. 112 sales	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 10,247 Tls. 15,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 % Tls. 88 sales	
Shanghai Paper and Paper Company, Limited	4,300	Tls. 100	Tls. 100	Tls. 25,000 Tls. 14,000	Tls. 6,948	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 % Tls. 155 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 14,000 Tls. 20,000	Tls. 7,369	Final of 37/8 making 52/8 for 1904	6 % Tls. 410	
Singapore Dispensary, Limited	6,000	\$25	\$25	none	\$1,769	\$6 1/2 for year ended 31.7.1904	8 % \$80	
South China Morning Post, Limited	5,000	\$5	\$5	none	Dr. \$39,020	None	...	\$23 sales
Teah Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 % \$7 buyers	
Traits Ice Company, Limited	2,000	\$100	\$10	none	\$703	First year	...	\$44 buyers
Traits Trading Company, Limited	250,000	\$10	\$10	\$50,000 \$50,000	\$84,813	\$10 for second half year 1904	13 1/2 % \$150 sales	
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,035	\$1 div. and 35 cents bonus for half year ended 30.4.04	6 1/2 % \$42 sales	
Tientsin Waterworks Co. company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 % Tls. 100	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	Tls. 15,959	\$483	Interim of \$1 making Tls. 8 for 1903/4	6 1/2 % Tls. 125 sales	
Do. (Founders)	100	\$10	\$10	\$20,000	...	\$20 for year ended 31.5.1904	9 1/2 % \$91 buyers	
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$288	Interim of 50 cents for year 1901/1902	10 1/2 % \$101 buyers	